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DEC 17 P 3:15

4557 Cadison Street  
Torrance, CA 90503

Dec 17, 2004

Docket Mgmt Facility  
US Dept. of Transportation  
Room PL-401  
400 Seventh ST, SW  
Washington, DC 20590-0001

USCG-2004-16877-656

Re: Cabrillo Port Liquefied Natural Gas Port

Dear Sirs:

I am writing to you in support of the Cabrillo Port Liquefied Natural Gas Port off the coast of Southern California. About 25 years ago, Southern California Edison placed an underground natural gas pipeline ten feet behind my home. At the time, neighborhood residents were extremely upset and nervous about this pipeline. Our fears have been assuaged over the years as we have not had one negative incident in all this time.

I know from experience that the natural gas pipelines are safe. Ours has not negatively affected our property values, nor has it sprung a leak (as we initially feared). I trust the Cabrillo Port will be a safe means to bring much needed energy to California.

Sincerely,



Karen N. Shyer

Origin: E&E Website  
Date: 12/20/2004  
First Name: Merv  
Last Name: Silva  
Address: 2009 Clearview Circle  
City: Benicia  
State: CA  
Zip Code: 94510  
Topic: Socioeconomics, Other/General Comment  
Comments: Australia.....that's where the LNG would come from. This is not cause to think we will go to war for our natural resources. If anything it's a friendly agreement with an ally, and is probably greatly supporting their economy. They are thanking us for this. Cabrillo Port should be approved.

G361-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
 Date: 12/10/2004  
 First Name: KATHARINE  
 Last Name: SIMMONS  
 Title: Ms  
 Email: kay930@earthlink.net  
 Address:  
 Topic: Biological Resources - Terrestrial

**G017**

Comments: I am submitting a strong objection to the construction of the LNG port in this area due to MANY factors. Some of which are: there has been very little study of the need of this port/LNG to supply energy; there has to be a LONG study of alternative energy sources rather than just draining out what little there is in the light of risk that such a port would put on the ocean environment, land environment, air environment and quality of life environment to the surrounding areas; this corporation is BUYING its way into the area by supporting community causes BEFORE EVEN KNOWING IF THEY ARE ALLOWED TO BUILD!!!; is it no surprise it is being suggested to be built in a poorer area? I think not. Let us AS A COMMUNITY search through some of these unanswered questions BEFORE building this LNG port.

G017-1  
 Section 1.2 discusses this topic.

G017-2  
 Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

G017-3  
 Sections 4.19.1 and 4.19.4 contain information on potential Project impacts on minority and low-income communities and mitigation measures to address such impacts.

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

**G017-1****G017-2****G017-3**

Origin: E&E Website  
Date: 12/20/2004  
First Name: Clifton  
Last Name: Simonson  
Title: President  
Address: 1746 F S. Victoria #382  
City: Vehtura  
State: CA  
Zip Code: 93003  
Phone No.: 805-650-2794  
Email: clif@bsioil.com  
Address:  
Topic: Other/General Comment

## Comments:

Dear Cooperating Agencies,

As an individual who lives and works in Ventura County, I would like to submit my comments in favor of this project. I would also like to commend you on a thorough and transparent process that makes for good government.

Since we have to have a new source of energy in California, I think this project has gone to great lengths to try to contain the environmental impacts as best it can. I am glad to see that the project will be drilling under the beach instead of trenching through the shoreline to lay the pipeline. I am glad to see that they have used the existing industrial facility at Ormond Beach instead of creating a new impact. And I am also glad to see that the project will not affect access to the Ormond Beach wetlands. Regarding the issue raised in the DEIS/DEIR that the project may or may not be within the future boundaries of the Channel Islands National Marine Sanctuary (CINMS), the LNG terminal is more than 12 miles from the Sanctuary. Why is this even raised as an issue? I know they are considering expanding the boundaries of the Sanctuary, and I'm all for it, but nobody is suggesting that they will more than double the current size. So I can't imagine that the terminal location will be a problem.

Again, thank you for the opportunity to comment and I greatly appreciate your efforts and hard work in bringing a new and clean energy source to our state.

Sincerely,

Clif Simonson  
Presidnet, Benley-Simonson, Inc.

G260-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/20/2004  
First Name: Clifton  
Last Name: Simonson  
Title: President  
Address: 1746 F S. Victoria #382  
City: Ventura  
State: CA  
Zip Code: 93003  
Phone No.: 805-650-2794  
Email: clif@bsioil.com  
Address:  
Topic: Other/General Comment

## Comments:

Dear Mr. Cy Oggins:

As a resident of the area, I am troubled by what appears to be hysteria over a project that we ALL stand to benefit from. Using the logic by those that are opposed to this project, the following must be true:

- (1) We shouldn't fly because planes might fall
- (2) We shouldn't drive because cars might crash
- (3) We should build high rises because terrorists might bring them down
- (4) We shouldn't travel because we might get sick

You see where I am going with this? The fact is that the DEIS/DEIR concludes that a very conservative estimate of the unmitigated potential risk of a fatality from the onshore portion of this pipeline is less than 1 in 100,000 miles of pipeline. The DEIS/DEIR further states that the actual risk could be "considerably less" due to increased safety in the design, inspection, and pipeline integrity management practices in high density areas. (DEIS/DEIR page 4.2-38).

Vapor clouds and catastrophic explosions? Let's get realistic and use some common sense as we move forward in approving this project.

Sincerely,

Clif Simonson  
President, Bentley-Simonson, Inc.

G350-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/19/2004  
First Name: Marvis  
Last Name: Simonson  
Address: #5 Corte Del Sol  
City: Benicia  
State: CA  
Zip Code: 94510  
Topic: Hazardous Materials

Comments: The hysteria over LNG being hazardous and potentially explosive just isn't accurate. LNG isn't explosive. There's always going to be a risk with gas, but California has had existing natural gas pipelines for over 40 years. This facility will provide natural gas to meet the growing needs of the state - and help to prevent another energy crisis. Also, natural gas is clean-burning and has less impact on our air-quality. I was pleased to see the BHPB was also going to use natural gas to fuel to power their boats. BHPB has proven themselves with this project and is offering California good energy solution.

G216-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Name (Please Print): Jill Singer  
 Organization/Agency: \_\_\_\_\_  
 Street Address: 8175 Belhaven Ave  
 City: Simi Valley State: CA Zip Code: 93063  
 Email address: Jill@dfranklaw.com

Source:  
Public Meeting - Oxnard PM

Date: 11/30/2004

Please provide written comments in the space below and drop this form into the comment box.

**You may also submit comments**

- Electronically through the Project Web site at <http://www.cabrilloport.ene.com>
- Electronically through the Docket Management System Web site (docket number 16877) at <http://dms.dot.gov>.
- Or by mail or email to following addresses:

Docket Management Facility  
 Room PL-401  
 400 Seventh Street SW  
 Washington, DC 20590-0001

California State Lands Commission  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825  
 ogginsc@slc.ca.gov  
 Attention: Cy Oggins

**All comments must be received by 2 p.m. PST, December 20, 2004**

Comments (Use other side or attach additional sheets if necessary): Ecology 3  
Environment's map fails to show  
Platform Gina which is off the **G083-1**  
coast of Oxnard it will be 17.4 nm  
from Cabrillo port. Please address  
this in your study.

The map is misrepresenting the **G083-2**  
coastline.

No action will be taken until the environmental review process is completed.

G083-1

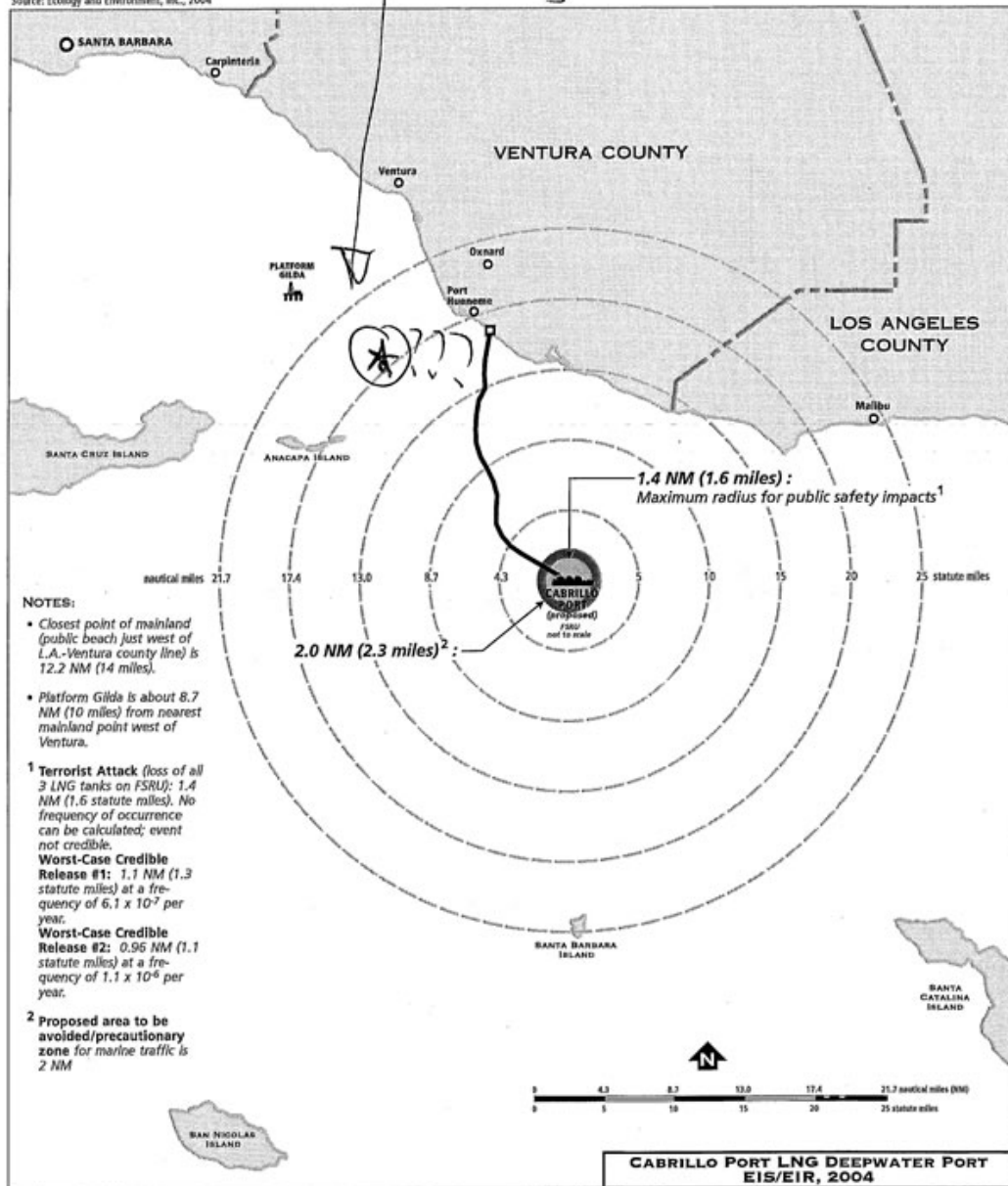
Platform Gina is included in Figures ES-1 and 2.1-2.

G083-2

Maps have been updated to better reflect the coastline.

Where is Gina??

Source: Ecology and Environment, Inc., 2004



Ecology and Environment, Inc.

001883.CA04.03.00.02 (BHP Cabrillo Port folder) 10/20/2004

**Cabrillo Port Draft EIS-EIR Public Meetings  
November 29 – December 1, 2004**

**Distances from the FSRU to  
Major Points of Interest**



Origin: E&E Website  
Date: 12/19/2004  
First Name: Susan  
Last Name: Skinner  
Address: 5349 Hesper Way  
City: Carmichael  
State: CA  
Zip Code: 95608

Topic: Alternatives, Socioeconomics

Comments: We are constantly complaining that jobs and incomes are being sent overseas. However, when a company tries to bring just that to our communities, we fight them on it. BHP has a great history of giving back to the communities that provide them workers, as well, a project such as Cabrillo Port will feed the economy. I realize we all wish we could turn to alternative energy sources, but it's not going to happen overnight. We must look at energy producing projects and choose the most environmentally sound. Cabrillo Port is such a project. Until we are able to diversify our energy resources, I will continue to speak for such projects as these.

G230-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

## Comment Form—Cabrillo Port LNG Deepwater Port draft EIS/EIR

Name (Please Print): ANGELA SLAFFSource:  
Public Meeting - Oxnard PM

Organization/Agency: \_\_\_\_\_

Date: 11/30/2004

Street Address: 5131 WAVECREST WAYCity: OXNARD State: CA Zip Code: 93035

Email address: \_\_\_\_\_

Please provide written comments in the space below and drop this form into the comment box.

## You may also submit comments

- Electronically through the Project Web site at <http://www.cabrilloport.ene.com>
- Electronically through the Docket Management System Web site (docket number 16877) at <http://dms.dot.gov>.
- Or by mail or email to following addresses:

Docket Management Facility  
Room PL-401  
400 Seventh Street SW  
Washington, DC 20590-0001

California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825  
ogginsc@slc.ca.gov  
Attention: Cy Oggins

All comments must be received by 2 p.m. PST, December 20, 2004

Comments (Use other side or attach additional sheets if necessary): \_\_\_\_\_

*My family and I are absolutely against this  
proposed project !! I am sure that if such a  
proposal was suggested for the area in which  
you lived, worked and your children attended school,  
the you members would not even consider it -*

G067-1

No action will be taken until the environmental review process is completed.

G067-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Name (Please Print): Joan Smart Source: **Public Meeting - Oxnard PM**  
 Organization/Agency: \_\_\_\_\_ Date: **11/30/2004**  
 Street Address: 216 Ocean Walk Ct.  
 City: Port Hueneme State: CA Zip Code: 93041  
 Email address: B N J SMART @ AOL.com

Please provide written comments in the space below and drop this form into the comment box.

**You may also submit comments**

- Electronically through the Project Web site at <http://www.cabrilloport.ene.com>
- Electronically through the Docket Management System Web site (docket number 16877) at <http://dms.dot.gov>.
- Or by mail or email to following addresses:

Docket Management Facility  
 Room PL-401  
 400 Seventh Street SW  
 Washington, DC 20590-0001

California State Lands Commission  
 100 Howe Avenue, Suite 100-South  
 Sacramento, CA 95825  
[ogginsc@slc.ca.gov](mailto:ogginsc@slc.ca.gov)  
 Attention: Cy Oggins

**All comments must be received by 2 p.m. PST, December 20, 2004**

Comments (Use other side or attach additional sheets if necessary): \_\_\_\_\_

Please keep this danger out of  
our community. Protect our Calif. coast!

No action will be taken until the environmental review process is completed.

G082-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/17/2004  
First Name: Brian  
Last Name: Smith  
Address: 1234 21st St.  
City: Santa Monica  
State: CA  
Topic: Alternatives

Comments: Many people propose the solution to California's energy crisis are things like wind farms and solar panels. Though these are good alternatives neither provide the amount of energy we actually need. Wind farms are an eyesore and are damaging to the land the wind farm encompasses. Natural gas is the best alternative we have now at our disposal. We need to pursue this energy alternative much more and Cabrillo Port is a necessary step. Thank you for your time.

G139-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/17/2004  
First Name: Greg  
Last Name: Smith  
Address: 1234 21st St.  
City: Santa Monica  
State: CA  
Zip Code: 90404  
Topic: Air Quality  
Comments: The need for natural gas in this state is obvious. A clean burning fuel that is a good alternative to coal is what California should pursue. A state with some of the worlds most pristine land and a environmentally conscious population should embrace natural gas projects like Cabrillo Port. I would not be wise to let this project happen.

G135-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Source:  
Letter to CSLC Commission

Date: 12/20/04

Trevor Smith  
108 Las Palmas  
Oxnard, Ca 93035  
(805) 469-9765

12/20/04

TO: State Lands Commission

Attention: Cy Oggins

RE: Comments on EIR/EIS for Cabrillo Deepwater Port

1. Emissions from this offshore source will impact air quality of both Los Angeles and Ventura counties. Well- publicized accounts of pollution drift from atomic testing in Nevada describe a delta pattern, which deposits contamination in a wider area as the contamination moves farther from the source. Please determine how air contaminants from the Cabrillo Port will disperse as they move onshore.
2. Although proponents claim that the Port is located 12 miles from land and therefore will not create visual blight, bright lights will create notable visual blight at night.
3. Please include in your study the well-publicized fact that Los Angeles Harbor is facing a major increase in large ship traffic. Please address the cumulative impact to ship traffic volume and air pollution as these factors relate to the location and operation of the proposed Cabrillo Deepwater Port.
4. Please include in the EIR well-publicized plans for the expansion of the Port of Hueneme's shipping and cargo handling in the near future. The Port of Hueneme has predicted a 25% increase in cargo capacity. Please analyze the cumulative impacts of increased shipping traffic and associated air pollution from all related port operations with the Cabrillo Port operations.
5. The EIR states that any construction of odorizing facility on land adjacent to the Ormond Beach wetlands and the pipeline under the wetlands will be mitigated by avoiding construction during the sensitive breeding season for endangered wildlife. However if an equipment or pipeline failure occurs during the breeding season, emergency repairs or maintenance cannot avoid disrupting breeding activities. Please analyze this potentially significant impact to the wetlands.
6. Please determine whether enough Homeland security funding will be available to protect this project from an act of terror or war. It is well publicized that North Korea has developed a long-range missile capable of delivering a nuclear warhead to the West Coast Of The United States. It is also a known fact that the United States has not perfected the MISSILE SHIELD and we are therefore vulnerable to a missile attack. Please include these facts in the EIR.
7. It has been recently reported in the LA Times and on television that there are 20,000 unaccounted-for portable shoulder missile launchers that pose a security threat to LAX and other airports.. Please analyze the potential threat to the Proposed Cabrillo Port.

G476-1

G476-2

G476-3

G476-4

G476-5

G476-6

G476-7

G476-1

The Project has been modified since issuance of the October 2004 Draft EIS/EIR. See Section 1.4.2 for a summary of Project changes. Impact AIR-8 in Section 4.6.4 contains an updated analysis of impacts on air quality from the FSRU and Project vessels.

G476-2

Section 4.4 has been updated since issuance of the October 2004 Draft EIS/EIR. Impact Section 2.2.2.2 discusses lighting onboard the FSRU, and Section 4.4.1.1 addresses visual aspects of lighting at the deepwater port. AES-2 addresses nighttime views from shore; Section 4.4.1.4 discusses aesthetic aspects at the Ormond Beach Generating Station, and Section 4.20.3.4 discusses cumulative aesthetic impacts, including offshore lighting.

G476-3

Section 4.20.1 contains additional information about the projected increase in vessel traffic associated with the Ports of Los Angeles and Long Beach.

G476-4

Section 4.20.1 describes the expansion at the Port of Hueneme. Sections 4.20.3.3 and 4.20.3.6 discuss the cumulative effects of the expansion and the Project on marine traffic and air quality.

G476-5

The Project has been modified since issuance of the October 2004 Draft EIS/EIR, and the main odorant station has been relocated to the FSRU with a smaller backup odorant facility onshore. as discussed in Section 2.4.1.3. Section 4.8.1 discusses the breeding season for various wildlife species. Impact TerrBio-5 in Section 4.8.4 discusses impacts on wildlife.

G476-6

The Coast Guard, which is a part of the Department of Homeland Security, is the lead federal agency for maritime homeland security. The funding provided by Congress for the Department of Homeland Security incorporates the responsibilities of the Coast Guard under the Deepwater Port Act. Sections 4.2.2, 4.2.6.1, and 4.2.7.6 contain information on Public Safety, including evaluation of hazards and threats from potential intentional attacks.

G476-7

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.



8. Iraqi insurgents have perfected the art of blowing up pipelines. Please show why the large pressurized pipelines proposed to run through Oxnard and Ventura county do not present an attractive target to terrorists. G476-8
9. While Semptra Energy has been investigated for their role in market manipulation of the San Diego gas supply they denied any wrong doing and blamed the shortage of natural gas on the fact that the major natural gas supply line to San Diego county had "exploded". Please predict the chances of the new BHP supply lines exploding. G476-9
10. Natural Gas is not an alternate energy and when burned produces the greenhouse gas c O<sub>2</sub> (carbon dioxide). Natural gas combustion creates roughly two thirds as much co<sub>2</sub> as combustion of gasoline and other fuel oils. Natural gas combustion creates slightly less the one half of emissions of coal combustion. If we double the use of natural gas we may as well be burning coal. G476-10
11. The Orange County AQMPD objected to the Long beach LNG proposal because they were concerned that the air contaminants would drift over Orange County and impact air quality. The concern was for a number of pollutants released from the daily operation of an LNG facility including particulate pollution less than ten microns in diameter which easily can lodge in peoples lungs and cause illness. Please describe why the Cabrillo Port LNG operation will not create a similar health hazard to the populations of Los Angeles and Ventura counties. G476-11
12. Natural Gas as a source of Hydrogen fuel: It is well known that extracting hydrogen from natural gas is dirty and cheap. If the intent of the gas industry and state government is to convert natural gas to hydrogen for car fuel, please analyze what the impacts to air quality will be and determine if there is any net gain in air quality. G476-12
13. Squandering the world's resources: It is estimated that 20% of the natural gas will be lost into the atmosphere during the process of extraction, shipping and processing. The large LNG ships will be powered by diesel fuel and they will be returning to Western Australia empty. There is a great number of emission producing equipment associated with the overall project that includes tug boats, security etc., Please analyze how much fuel the whole process will consume, what the total air emissions are created and what the overall impact on the atmosphere as whole will be. Will the findings justify importing LNG from Australia. G476-13
14. What will the impact on Real Estate value because of this project. It would be unfair to strip value from residents' primary asset in order to enrich the bank account of a foreign held industry. G476-14
15. Finally, even though the EIR/EIS states that it complies with the California Environmental Quality Act(CEQA) there is a complete lack of alternatives provided for the public to comment on. G476-15

Thank you for allowing me to comment on the EIR/EIS for the proposed Cabrillo Deepwater Port.

Sincerely,

Trevor A. Smith

G476-8

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.

G476-9

Section 4.2.8 addresses this topic.

G476-10

Sections 4.6.1.4 and 4.6.2 contain information on Project emissions of greenhouse gases and recent California legislation regarding emissions of greenhouse gases.

G476-11

The Project has been modified since issuance of the October 2004 Draft EIS/EIR. See Section 1.4.2 for a summary of Project changes. Section 4.6.1.3 contains revised information on Project emissions and proposed control measures. Section 4.6.4 discusses the health effects attributed to air pollutants and includes revised impacts and mitigation measures.

G476-12

The proposed Project would deliver natural gas into the Southern California area via the existing SoCalGas natural gas transmission system.

G476-13

Executive Order 12114, Environmental Effects Abroad of Major Federal Actions, requires Federal agencies to consider the potential environmental effects of major Federal actions that could significantly affect the global commons outside the jurisdiction of any nation. Executive Order 12114 is not applicable to the extraction and development of natural gas in foreign countries.

An evaluation of the Project's environmental effects abroad must also be viewed within the context of section 15040 of the State CEQA Guidelines, which specifically defines and correspondingly limits the authority provided to State and local agencies under the CEQA.

The Applicant has stated that the source of the natural gas for this Project would be either Australia, Malaysia, or Indonesia. As these countries are sovereign nations, the Applicant would be required to comply with those countries' applicable environmental laws and regulations pertaining to the extraction and development of natural gas fields as well as those pertaining to the liquefaction and transfer of LNG to LNG carriers. Consideration of the Applicant's compliance with a foreign nation's applicable laws and regulations

is beyond the scope of this EIS/EIR.

The Applicant has indicated that the Scarborough natural gas field in the state of Western Australia could be a potential source of natural gas for the Project. In May 2005, the Honourable Ian Macfarlane, the Australian Federal Minister for Industry, Tourism and Resources, stated, "Development of the Scarborough Field and related support facilities must be carried out in accordance with applicable laws and regulations of both the Australian Government (federal) and the State Government in Western Australia. Any activities will be subject to assessment and approvals under the applicable environmental legislative regimes. These include, among others, the Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act 1999, governing matters of national environmental significance, and, under State legislation, the Western Australian Environmental Protection Act 1986. The objectives of the Commonwealth's environmental regulatory regimes are to provide for the protection of the environment and ensure that any petroleum activity is carried out in a way that is consistent with the principles of ecologically sustainable development." (Appendix L contains a copy of this letter.)

Section 1.3 has been revised to include information on Indonesian and Malaysian environmental requirements that would regulate impacts related to producing and exporting natural gas. All three countries have existing LNG liquefaction facilities.

#### G476-14

Section 4.16.1.2 contains updated information on property values.

#### G476-15

Sections 1.2, 3.1, 3.2, 3.3.1, 3.3.2, 3.3.3, 4.10, and 4.10.1.3 contain information on the range of alternatives evaluated. Under NEPA and the CEQA, a reasonable range of alternatives must be considered. NEPA requires consideration of a "reasonable" number of alternatives. In determining the scope of alternatives, the emphasis is on "reasonable." "Reasonable" alternatives include those that are practical and feasible from the technical and economic standpoint and using common sense (CEQ 40 Questions; #2a).

The information must be sufficient to enable reviewers and decision-makers to evaluate and compare alternatives. The State CEQA Guidelines section 15126.6(a) provides, in part, "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially



lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project."

The EIS/EIR initially evaluated 18 locations for the FSRU as potential locations for the deepwater port. It built on previous California Coastal Commission studies that evaluated nearly 100 locations. Sections 3.3.7 and 3.3.9 discuss alternate locations and technologies that were considered.

Source:  
USCG Docket

Date:

12/20/04

#### Questions concerning the adequacy of the EIR

1. While concern about earthquakes and liquidification have been raised by others, has such information as the Ventura anticline which is still rising at a probable rate of .06 inches a year, been taken into consideration? I am aware there is also a Rincon anticline. Why prefer such an unstable area over one which is more stable?

G477-1

2. Have computer models considered a possible 9.0 magnitude quake? We now know that one occurred off the coast of northern California in 1700, where the Pacific Plate slides under the Continental. Are the figures used in your computer models available to the public?

G477-2

3. While tidal waves may not be a problem for ships at sea, has the effect of a 30+ foot tsunami washing onto the Oxnard plain where high pressure pipes are buried (and shaking) been evaluated? The 1700 quake caused waves of at least 30 feet

G477-3

4. Based on the problems which the Sta. Barbara marina at Stern's Wharf has encountered, there is good reason to believe that the Sta. Barbara Channel has an abundance of long/deep water waves. These waves will pick up sand from the ocean floor and move objects. Have these strong movements on the ocean floor which appear to be different from what happens on the surface been taken into consideration? (Compared to these ocean bottom pipes, those buried in Oxnard seem secure in their mother's arms!)

G477-4

5. Many people have addressed the concern of explosions and spills; but I don't recall the mention of a possible gas cloud. Can we smell the gas? For example, if a break or eroded hole occurs in the ocean floor pipe, can it be assumed that the gas will rise through the water and go into the air. Given winds off the ocean, the gas will reach Oxnard shortly. At what point will the gas company be aware of the leak? Even if the gas should NOT be harmful to most people it will be to the birds. This project covers a major migratory bird route. (Also, would it be wise for sensitive citizens to have gas masks!)

G477-5

6. Given the plan to put the LNG port 14 miles off the coast, is it really necessary to select an area such as Oxnard, Long Beach, San Diego, etc. because they have deep ports? Large populations have developed around these major sea ports.

G477-6

7. Implied in reaching out to other countries for gas and oil suggests we, in the US, have a limited reserve. This in turn would seem to imply that there may be a time in the future when fossil fuels may be not available to us for whatever reason. Instead of putting all this money, over many years, into the Australian economy; would it not be better for us to begin financing alternate forms of energy? California has been blessed with many possible sources such as wind, solar and ocean wave to mention a few.

G477-7

8. It is not clear whether this gas is to be shipped through California ports because California will need gas or if this import is to benefit the rest of the nation. Given the talks in Washington reported in the Star, the latter would seem to be the case. Please explain.

G477-8

A. Nancy Snooks  
Professor Emerita  
10332 Darling Rd.  
Ventura, Ca. 93004  
805.659.5953

G477-1

In response to the comment, information on the Ventura anticline was researched (R. Stein and R. S. Yeats, "Hidden Earthquakes," *Sci. Am.*, 260, pp. 48-57, June, 1989). The information does not alter the analysis regarding impacts from seismic and other geologic hazards. Southern California is considered seismically active. Section 4.11.4 contains additional information on geologic conditions, impacts, and mitigation.

G477-2

A magnitude 9.0 earthquake is not considered likely near the Project area because there is no subducting plate boundary in Southern California (such as the Cascadia subduction zone, which likely caused the giant earthquake in January 1700).

Table 4.11-1 identifies active and potentially active faults and associated earthquakes greater than magnitude 4.5 within 25 miles of the Project site.

G477-3

Section 4.11.1.8 discusses this topic.

G477-4

The long/deep waves were considered in the analysis. Deepwater waves would not produce a current at the depth where the FSRU would be anchored (see Section 4.1.8.2).

G477-5

Impact PS-3 in Section 4.2.8.4 addresses this topic. After issuance of the October 2004 Draft EIS/EIR, the Applicant incorporated a change to the Project. To assist in leak detection by smell, the Applicant would inject an odorant into the natural gas stream at the FSRU. Impact BioMar-6 in Section 4.7.4 contains information on the effects on birds from a natural gas leak from a subsea pipeline.

G477-6

The location of the offshore deepwater port does not reflect the depth of the onshore port. The term "deepwater" refers to the fact that the port would be located outside of State waters.

Multiple locations were considered as alternative locations for the deepwater port, including some remote locations. Sections 3.3.5, 3.3.6, 3.3.7, and 3.4.2 discuss the alternate locations considered.

G477-7

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy

Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

G477-8

The distribution of the natural gas that comes from Cabrillo Port would be determined by SoCalGas.

Origin: E&E Website  
 Date: 12/20/2004  
 First Name: Dineane  
 Last Name: Sperske  
 Email: dineanes@cipcug.org  
 Address:  
 Topic: Other/General Comment

Comments: I am opposed to the proposed BHP Billiton LNG facility being built offshore. It threatens our coast in numerous ways - environmentally, politically, and security. Both the seeking of fossil fuel based energy solutions and exacerbating our trade deficit when American jobs developing renewable resources should be the priority, are against our national interests.

The Institute for Sustainable Futures has researched Australian perverse subsidies, Australia seeks emission credits for its major LNG exports to China, and some Australian scientists are working on developing alternate fuel technology - so why should the U.S. import another pollution problem, and shouldn't the U.S. have as clean air, or cleaner, than Australia, and shouldn't we put \$15 billion to better use at home? When the EIR itself uses quotes to justify economic benefits, then it can not selectively exclude the broader context of this project.

G351-1

G351-2

## G351-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project. Chapter 4 discusses the environmental impacts of the proposed Project. Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain additional information on the role of renewables and conservation in relation to projected energy demands.

## G351-2

Section 1.2.5 contains information on this topic. The proposed Project is privately funded. If the Project is not approved, the funding would not be available for Federal or State projects.

JOSEPHINE V. SPRADLEY  
13448 COOL LAKE WAY  
SAN DIEGO, CA 92128  
858-336-4169

NOT RECORDED

DEC 17 2 3 13

Docket Management Facility  
U.S. Department of Transportation  
Via Fax - (202) 493-2251

Dear Sirs:

USCG - 2004-16877-657

Over the last few years our costs in California for energy had increased enormously. This past month we have had record setting cold weather and I have been using my heater non-stop. Needless to say, I am not looking forward to paying my gas and electric bill. California does not produce enough power so we must pay more than consumers in other states for every type of power including natural gas. Maybe if we had the courage to move forward and build what is needed we wouldn't be in this mess.

Please approve the Cabrillo Port Project. Not to do so would be a foolish attempt for Californians to pretend we don't have an energy problem.

Sincerely,

  
Josephine V. Spradley

G516-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/17/2004  
First Name: Josh  
Last Name: Stallings  
Address: 1234 21st St.  
City: Santa Monica  
State: CA  
Zip Code: 90404  
Topic: Air Quality

Comments: California, more than any other state in America, knows what an energy crisis looks like. California's energy crisis is not going to go away on its own. We need proactive and viable solutions that are available now. Cabrillo Port is an important step while being clean, safe and economically viable. Not only is Cabrillo Port cost-effective, it will pour millions of dollars back to the local economy. Cabrillo Port is a wonderful project providing short term solutions while also providing a longer term energy strategy. Please support this project.

G142-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.



307958

2004/G517

USCG-2004-16877-603

The safety and security of our ports and the American public can be most easily facilitated by rebuilding the American-flag LNG fleet. The American Merchant Marine has over 25 years experience operating LNG vessels in both domestic and foreign ports. US-flag tankers, subject to Coast Guard inspections and regulations, crewed by Coast Guard licensed and approved American citizens, are our first and best line of defense against terror attacks on our LNG ships and terminals. At the very least, American crews on board these ships provide a layer of security that no number of Coast Guard inspections or billions in funding can provide.

The importation of Liquefied Natural Gas (LNG) is a slowly emerging as the most promising new frontier in both the energy and maritime industries. As an American Merchant Marine Officer with over 13 years of LNG experience as a shipboard Officer and a Marine Superintendent, I have had the privilege of working with the most highly trained and qualified LNG crews in the world. I know the arguments for and against LNG – and I feel that most of the arguments against LNG are based on worst-case scenarios, unrealistic fears, and the assumption that LNG can't be imported or transported safely. None of those arguments hold water.

I believe that the expanded importation of LNG into this country can be done safely – as we've been doing for the past 30 years. But I am not blind to the fact that the world is a different place now. September 11<sup>th</sup> changed everything, and I think that the LNG industry is one that it had a significant impact upon. Not only do we have to worry about the safe handling of LNG, we have to worry about the security of it, now more than ever. But nevertheless, I believe that LNG importation can still be done safely, provided our national security is considered as an integral part of the process.

As our country continues to fight the war on terror, we have come to realize that one of our major vulnerabilities is the high potential for a security breach or an outright act of terror in one of our ports. Considering the inherent dangers involved in transporting LNG, it would seem logical to minimize as many of the risk factors as possible. By utilizing American crews on these vessels, the training, documentation, and monitoring of such crews can be readily visible and transparent to any company or governmental organization desiring such information.

LNG is an easy way to provide for the energy needs of our country, and a compelling way to create jobs and grow our economy. Implementing common sense safety and security requirements – like American crews on American LNG ships – takes away the most potent argument against siting LNG terminals. LNG can be imported safely and securely – if we just take the time to do it right.

Kelley Stark  
USCG Licensed Master



G517-1

G517-1

Sections 4.2.7.3 and 4.3.1.5 contain information on the use of American crews and U.S.-flagged vessels.

G517-2

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

G517-2

2004 DEC 13 A 10:12  
U.S. COAST GUARD  
DOCKETS



Source:  
Letter to CSLC Commission

Date:

12/20/04

2004/G485

G485-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Monday, December 20, 2004

Mr. Cy Oggins  
California State Lands Commission  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202

**RE: State Clearinghouse Number 2004021107  
Federal Docket Number USCG-2004-16877**

Dear Mr. Oggins:

Cal-Case is a coalition of business and consumer organizations that support clean energy resource development to promote a healthy California economy. Cal CASE believes that California should expand and diversify its current energy sources to meet the state's growing need demand. While we support conservation measures and the development of alternative energy sources, California still needs additional supplies of clean burning natural gas. We believe the cleanest, safest and most economical way to increase this supply is through the importation of natural gas. Today, more than 40 percent of our state's electricity generating capacity is fueled by natural gas, and nearly 70 percent of Californian's are dependent on natural gas for heating.

But California produces only 16% of the total amount of natural gas we consume. In addition, while domestic exploration continues to be robust, U.S. domestic production continues to decline. With our ever-increasing consumption and demand, we believe that California should increase its supply of natural gas by importing it directly in the form of liquefied natural gas (LNG). To accomplish this, the permitting and development of natural gas receiving facilities on the West Coast and California is critical.

Consider the following:

- Californians consume 6,584 million cubic feet of natural gas per day.
- 42% of California's electricity generation is fueled by natural gas. California power plants rely heavily on natural gas to generate the electricity that powers the state.
- By increasing the supply of natural gas in California through the importation of natural gas, natural gas prices could be reduced by 20-25% from current levels, which would significantly reduce Californian's monthly utility bills.
- Shipping and handling of liquefied natural gas in California would be regulated by very strict Federal safety standards based on more than 45 years of successful U.S. and worldwide experience.
- Increased natural gas supplies can help customers manage energy prices, thus making California a more attractive and competitive place for job-creating businesses.





We urge you to support the development of liquefied natural gas facilities on the West Coast and California to meet our energy needs and promote a healthy California economy. Our coalition supporters include:

*California Manufacturers & Technology Association*  
*California Chamber of Commerce*  
*California Business Roundtable*  
*Western States Petroleum Association*  
*California Small Business Association*  
*California League of Food Processors*  
*California Retailers Association*  
*California League of Food Processors*  
*Agricultural Council of California*  
*California Grape and Tree Fruit League*  
*Consumers First*  
*The Seniors Coalition*  
*California Municipal Utilities Association*

*California Cogeneration Council*  
*Silicon Valley Manufacturing Group*  
*American Electronics Association*  
*Bay Area Council*  
*California State Association of Counties*  
*California Building Industry Association*  
*California Restaurant Association*  
*Chemical Industry Council of California*  
*California Farm Bureau*  
*Associated General Contractors of California*  
*Ventura County Economic Development Corporation*  
*California Alliance for Consumer Protection*

Sincerely,

Jack M. Stewart, President  
 California Manufacturers & Technology Association

Origin: E&E Website  
Date: 12/18/2004  
First Name: Joe  
Last Name: Story  
Address: 990 Pinar Rd.  
City: Santa Rosa  
State: CA  
Zip Code: 95403  
Topic: Environmental Justice

Comments: I'm tired of seeing poor communities bear the burden environmental recourse due to the production of energy. I support Cabrillo Port since the floating structure has practically no impacts on any community. It frustrates me that Malibu residents continue to complain about Cabrillo Port when it's located over the horizon and they won't even be able to see it from their beach side homes. As well, in truth, it's these large beach homes that utilize our natural resources the most. In my mind they have no right to complain about Cabrillo Port. BHP has done their research and listened to those who will be impacted by this project and other proposed projects. This is the response to what they've heard - a project that is the least imposing to all parties involved. I support the development of Cabrillo Port. Thank you for allowing me to comment.

G163-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/17/2004  
First Name: Melissa  
Last Name: Summerhays  
Topic: Other/General Comment  
Comments: We do not want to bear the blackouts and price hikes of another energy crisis like that of a few years ago. Cabrillo Port is an excellent cost-effective solution to generate electricity and bring natural gas to Southern California. The Cabrillo Port has the added benefit of not obstructing our beautiful coastal views. I urge you to give this project your consideration.

G120-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/15/2004  
First Name: Renne  
Last Name: Sutter  
Address: 95 Curry Ct.  
City: San Carlos  
State: CA  
Zip Code: 94070  
Topic: Energy and Minerals  
Comments: I don't want to experience the horror of the low supply and high prices of the Electricity Crisis we experienced a few years back. That put a big strain on my family's pocketbook. We need to find ways to make natural gas more available and more affordable. That's why the Cabrillo LNG project makes sense.

G039-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website  
Date: 12/20/2004  
First Name: David  
Last Name: Sweet  
Title: Executive Director  
Address: ILNGA  
City: Washington  
State: DC  
Zip Code: 20004-3022  
Phone No.: 202 312 1244  
Email Address: dsweet@ilnga.org  
Topic: Other/General Comment

Comments: While the U.S. accounts for over a quarter of global natural gas consumption, 96% of the world's natural gas reserves are located outside of North America. But with only 4 LNG import terminals in the lower 48 (none of which are on the west coast) our ability to access these gas reserves is dangerously limited. Natural gas has been imported into the US for many years. We currently import 15 percent of our gas supply, primarily from Canada. Only about 2 percent is imported as LNG, most of which is currently supplied from Trinidad. While Canada has been a strong source of supply for the US, Canadian production is facing many of the challenges that we have seen here at home. In addition, more gas supplies will be used within Canada, leaving less for export to the US to meet our growing demand for natural gas.

G319-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

December 5, 2004

Lieutenant Ken Kusano  
U.S. Coast Guard, G-MSO-5  
2100 Second Street, S. W.  
Washington D.C.  
20593-0001

Dear Lieutenant Kusano:

Re: Federal Docket No. USCG-2004-16877

I am a resident and property owner in Oxnard. I have reviewed the Draft EIS/EIR report for the Cabrillo Port Proposal. I believe the report is vague in many important details. I have the following concerns that I believe have not been adequately addressed.

1. Public Safety - I am concerned by the grave threats associated with Liquefied Natural Gas (LNG) and the unproven technology being proposed with this project. Are the assumptions and the modeling of the risk assessment accurate? How is it that the risk assessment completed by Oxnard City Council's consultants in 1977 using the U.S. Coast Guard's dispersion model had an outcome so radically different (and more significantly negative) than this report's risk assessment. The residents of this community need this answered. The risk assessment should provide for local residents' input to a consideration of what is an "acceptable level" of risk. The lack of detailed information on the risk assessment makes it impossible for this to be done.

G519-1

2. Property Values & Insurance - The report does not adequately consider the impact on my property values from this proposal. Realtors in the Oxnard area have already begun to include the LNG proposal in disclosure statements in real estate contracts. What mitigating measures will the proponent provide for residents along the coastline who have concerns with this project? Those of us will have to consider moving out of this area while at the same time the value of our homes may decline significantly. Will our property insurance rates increase? Will the proponent be required to set up a special fund to ensure damages can be paid out if an accident occurs?

G519-2

G519-3

3. Social Injustice - The location of the pipeline route through low income predominately Latino populated communities is unacceptable and the suggested mitigating measures to deal with an accident are very inadequate.

G519-4

G519-5

4. Consideration of Alternative Locations - There is inadequate coverage in the report of alternatives, especially a full range of alternative locations in less populated areas of our coastline. I understand that costs of pipeline construction and other gas facilities are a factor, but the needs associated with lowering these costs should not over ride the costs of human lives at risk.

G519-6

G519-7

5. Alternative Energy Supply - I am in support of bold proposals for prioritizing the development of renewable energy and energy efficiency. I believe if these proposals are fully implemented, there is no need to tie us to the import of foreign fossil fuels that involve such high risks of development and transportation. The supertankers used to transport this chilled fuel, and the import terminals that will need to be constructed, present potential serious safety hazards for our communities as well as unnecessary targets for terrorist attacks.

G519-8

G519-9

Please ensure that the assessment timeline accommodates the further research and review that are necessary to address these serious deficiencies in the impact statement. Thank you.

Sincerely,

*Nancy Symons*  
Nancy Symons  
5222 Sandpiper Way  
Oxnard, CA 93035

G519-1

The Independent Risk Assessment (IRA) has been updated since issuance of the October 2004 Draft EIS/EIR. The lead agencies directed preparation of the current IRA, and the U.S. Department of Energy's Sandia National Laboratories independently reviewed it, as discussed in Section 4.2 and Appendix C.

Section 4.2.7.6 and the IRA (Appendix C1) discuss the models and assumptions used and the verification process. Sandia National Laboratories (Appendix C2) concluded that the models used were appropriate and produced valid results.

G519-2

Section 4.2.3, the Independent Risk Assessment (Appendix C1), and the U.S. Department of Energy's Sandia National Laboratories' review of the Independent Risk Assessment (Appendix C2) contain revised information on the 1977 Oxnard study.

G519-3

Section 4.16.1.2 discusses property values, and Section 4.2.5 discusses financial responsibilities in the event of an accident.

G519-4

Section 4.16.1.2 discusses property values. Section 4.2.5.1 contains information on property taxes.

G519-5

Section 4.2.5 contains information on liability in case of an accident and reimbursement for local agencies.

G519-6

Sections 4.19.1 and 4.19.4 contain information on potential Project impacts on minority and low-income communities and mitigation measures to address such impacts.

G519-7

Section 3.3.7 contains information on the specific California locations considered in the alternatives analysis. The deepwater port would be 12.01 nautical miles (13.83 miles) offshore, as shown on Figure ES-1.

G519-8

Sections 1.2.2, 1.2.3, 1.2.4, 3.3.1, 3.3.2, and 4.10.1.3 contain information on the need for natural gas, the role and status of energy conservation and renewable energy sources, and the California Energy Action Plan.

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources, within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports, as alternatives to replace additional supplies of natural gas.

G519-9

Table 4.2-2 and Sections 4.2.6.1 and 4.2.7.6 contain information on the threat of terrorist attacks.